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## CENTRAL INTELLIGENCE AGENCY

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## INFORMATION REPORT

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1. The shipyards of the naval base at Kronstadt are located in the southeastern part of the island of Kotlin in the Gulf of Finland. These shipyards, the military posts, and the naval base are under a single military command, which in turn is under a naval region for the Baltic Sea with headquarters at Leningrad.
2. The military administration of Kronstadt itself is also responsible to Leningrad. The military port installations are located north of the shipyards and consist of six docking basins, bounded by piers. Work is now under way on the port installations, repairing the damages that still remain from the aerial bombardment suffered during World War II. About 95 percent of the restoration work in this area is on the military installations, the port facilities, and the shipyards; about 30 percent of the buildings for civilian use still remain in ruins.
3. Shown at 1 on Attachment 1 is a dry dock 300 meters long and 50 meters wide, used for the construction of warships of tonnages up to 40,000. This had been destroyed during the last war but in 1947 it was completely restored and lengthened 50 meters; the old masonry construction was replaced with one of reinforced concrete. The depth of the dock is about 10 meters, while the opening measures 35 meters and has a steel floodgate. A Diesel pumping station is capable of emptying the dock in two days. On both long sides of the dock there are three tower cranes, about 15 meters high and with lifting capacities up to 100 tons. It was noted that railroad tracks also run along the dock.
4. The shipyard itself is composed of four large two-story sheds which contain the machine rooms. Constructed of brick, these sheds are about 50 meters west of the dry dock. The sheds contain the rolling mills, forges, assembly rooms, and travelling cranes, and here are made

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-2-

the parts that are needed by this and the other naval yards.

5. The construction material depot is located about 80 meters north of the dock; a railroad dock connects it to the dock and the sheds. This is the main depot for all the shipyards of Kronstadt.
6. Smaller one-story machine shops are located east of the dock. Here the electric welding is done and the ship fittings are made. These shops also serve as the main depot for the long construction materials, like beams and pipes. The transport of material at the dry dock is done by three travelling cranes.
7. At the time the dock was observed there was a 20,000-ton warship under construction. It was to be launched in October 1952.
8. Anchored at the shipyard were two floating dry docks, each with a raising capacity of about 15,000 tons. At the time of observation, there were two armored cruisers undergoing repairs in these dry docks. The material was transported from shore by two floating cranes, each with a lifting capacity of 50 tons.
9. The workshops which handle the repairs for the ships in the floating docks are located in a building on the pier to which the docks are anchored. A railroad track connects the workshops with the cranes.
10. Construction material is stored in buildings which are located north of the permanent dry dock. The ships built at this dock are brought to the southern pier of the shipyard and completed there. At the southern pier there is a fitting-out shop, housed in three buildings about 150 meters long. Two travelling cranes were also noted there. Floating barges transport the material which is used in fitting the ships.
11. The harbor and the shipyard for the construction of submarines is to the east of Docking Basin No. 1. It consists of a basin 700 x 700 meters, closed on the northeast side by a pier which is about four meters high and five meters wide. This pier, which rests on granite pillars, was built in 1951.
12. In the western part of this basin there is a smaller docking basin, about 250 x 250 meters, also bounded by a quay. Tied up to this quay are two 3,000-ton submarine tenders. These are equipped with radio transmitters for making soundings and underwater searches and the necessary equipment for the hoisting and towing of damaged submarines. Although this harbor existed before the war, it was not known then for what purpose it served.
13. Immediately south of the small docking basin there is still another basin, also bounded by a six-meter-wide, five-meter-high quay. On the quay which bounded the basin on the west there were four warehouses with equipment and other material, but excluding torpedoes and torpedo parts. Nearby, there was a fuel depot with two rubber hoses 20 centimeters in diameter and 150 meters long, used for refueling the submarines. Here the submarines also take on drinking water and food supplies, the latter having been transported there by trucks.
14. In the southwestern part of the above-mentioned basin, there is a shelter basin bounded on the east by a seven-meter-wide quay on which is a shipyard for small internal repairs on the submarines.
15. East of this quay there is still another submarine shelter about 100 meters long and 30 meters wide. Here the old submarines are restored and equipped with schnorkel installations, immersion chambers, and similar equipment. The immersion chambers, which are in the form of covered cylinders, are placed on the hull of the submarine.
16. The shipyard in which the submarines are actually constructed is located south of the entrance to the largest, or outer, submarine harbor. In it

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-3-

there are two dry docks, adjacent to each other, in which four submarines may be built simultaneously. The workshops are modernly equipped with machinery which was built in 1949 and 1950. Two travelling cranes transport the material and there is a third overhead crane whose capacity is not known; the latter is supported by eight pillars.

17. In this shipyard there is produced a new type of submarine, called the Ch.Ch.4, which is powered by an engine with two hydrogen turbines and two propellers. It is 25 meters long, 4.5 meters high, and is constructed of two cylinders joined together and covered with metal and armor plate. Armament consists of a 92 mm gun at the stern and a two-barrel, retractable gun of undetermined caliber in the turret; there are four torpedo-launching tubes at the stern and four at the prow.<sup>1</sup>
18. A large out-fitting slip at Kronstadt is located in the northwestern part of Docking Basin No. 2. It is 200 meters long and 100 meters wide and overhead it is traversed by six pairs of rail. On either long side of the out-fitting slip there are six cranes with an estimated lifting capacity of 200 tons each. This slip was completed in 1950 and is considered to be the largest one in the Baltic Sea. Being outfitted there at the present time is the battleship Marat. The latter is 120 meters long, 16 meters wide, and its principal armaments consist of six 320 mm guns. The hull is already completed and the ship's launching is scheduled for 1954. To the north of this slip are the workshops and there are many cranes in the vicinity.
19. Another slip for fitting out ships is located 400 meters east of one mentioned in para. 18. Here the guns and armored turrets are mounted. The guns are transported to the ships by a floating crane and then mounted; the turrets and the armored cupolas are similarly placed in position. In the workshops of this out-fitting slip the replacement of the armament of the old ships is undertaken. However, the sights for the naval weapons are built at Leningrad.
20. Docking Basin No. 2 is about 900 meters long and 400 meters wide. The eastern section is still under construction and work is being done to improve the piers.
21. A third naval basin is an outer harbor and is known as the military port. It also serves as an anchorage for the ships that must be repaired. It was constructed in 1948, but the cementing of the jetties is still under way. Only the main pier, the southern one, is constructed of reinforced concrete. The eastern and western pier are of wood, covered with reinforced concrete. On a pier in the northern part of the outer harbor, there are four sheds which serve as food and equipment depots.
22. Forty meters west of these sheds is the harbor master's office, which has the radio transmitter, the meteorological station, and the chart room.
23. On the southern pier of the outer harbor is the fuel depot for outbound ships. The three tanks which hold the fuel oil have a 60 cm covering of reinforced concrete and are embedded in the pier. They are about twelve meters tall and ten meters in diameter.
24. An antiaircraft battery with three 122 mm guns furnishes the antiaircraft protection for the entire shipyard. The guns are in position on cement platforms built above air raid shelters; these shelters are of reinforced concrete, eight meters wide and ten meters long.
25. At Kronstadt the following naval craft are found:
  - a. The battleship October Revolution, about 23,000 tons
  - b. Three heavy cruisers of the Orme class, tonnage unknown

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-4-



- c. Six light cruisers
  - d. Ten destroyers
  - e. 42 submarines of various types and tonnages
  - f. 120 naval craft of various types
26. The Kronstadt shipyards employ about 4000 laborers and clerks. In addition there are almost 1500 other workers engaged in construction work on the port installations.

Attachment: One

Sketch and Legend of Kronstadt Shipyards

1.  Comment: This is the first report of the Ch Ch 4-type submarine. At the conclusion of World War II, the Soviets did obtain the Walter turbine submarine engine, first used by the Germans in the Type XXVI submarine. This engine used hydrogen peroxide (80%) but the submarine itself was never operational. The dimensions of the Ch Ch 4 as reported here are unusual.

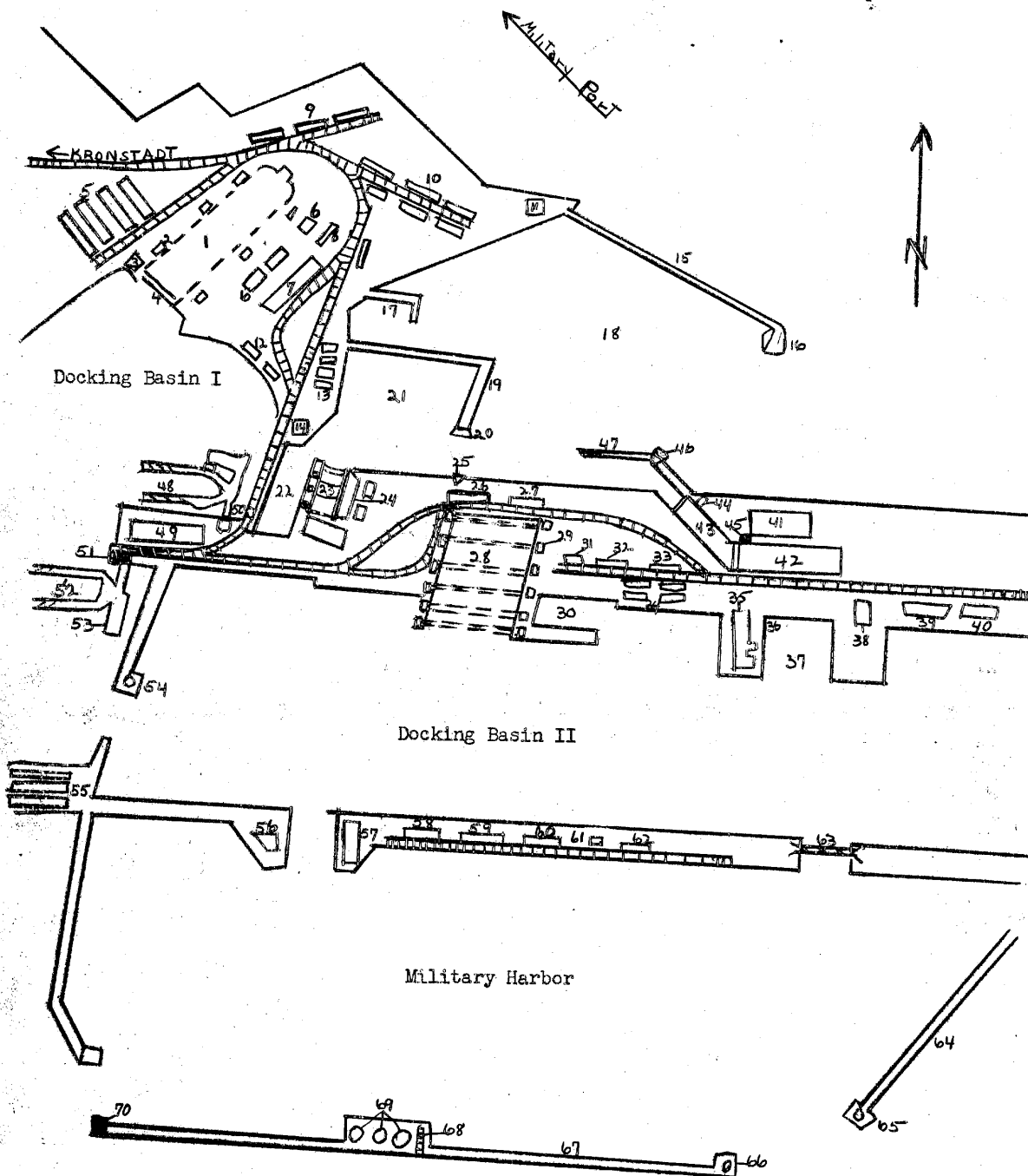
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Attachment 1  
page 1

Sketch of the Naval Yards at Kronstadt, with Legend



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Attachment 1

page 2

Legend:

1. Fixed dry dock, for the construction of warships with tonnages up to 40,000
2. Six stationary cranes for mounting operations, each with a capacity of 100 tons
3. Pumping station, operated by Diesel motor
4. Floodgate for the dry dock
5. Shipyard for the dry dock, four two-story masonry buildings which house the rolling mill, machine rooms, etc.
6. Smaller workshops where forges are kept and the machine tools are stored
7. Depots for construction material
8. Office of the director of the dry dock work
9. Depot for naval construction material
10. Depot for naval construction material and barracks
11. Casemate for heavy antiaircraft gun. Built of reinforced concrete, it is ten meters high and is equipped with a 122 mm automatic AA gun.
12. Industrial railroad platform, with locomotive depot and coal pile
13. Warehouses for the material used by the submarine shelter and a refueling station
14. Casemate, similar to that at 11
15. Wharf on pillars, bounding the submarine harbor
16. Pierhead with a light
17. Port for the submarine tenders
18. Outer harbor for submarines
19. Pier of reinforced concrete in the submarine harbor
20. Pierhead with light in the inner harbor for submarines
21. Inner harbor for submarines, with anchorage for two flotillas at four quays; each quay can accommodate five units.
22. Shipyard for the repair of submarines
23. Slip for submarines, with mounting equipment and crane. It can accommodate four submarines.
24. Workshops of the submarine yard with material depots
25. Light to mark the entrance of the submarine harbor
26. }  
27. } Workshops
28. Out-fitting slip; metallic framework consists of six pairs of overhead rails
29. Crane with lifting capacity of 200 tons
30. Basin for a floating crane

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Attachment 1  
page 3

31. An old type revolving tower crane, capacity about 100 tons
32. Depot.
34. Revolving cranes
35. Workshop for the mounting of the naval guns
36. Crane, with capacity of 150 tons
37. Smaller out-fitting slip
38. Workshop for autogenous and electric welding. Tool depot.
39. }
40. } Depots for the smaller out-fitting slip
41. New workshops for the submarine construction yard
42. } New dry dock for submarine repairs
43. }
44. }
45. } Pumping stations for the dry docks
46. Light marking entrance to submarine harbor
47. Wharf on pillars, in the submarine basin
48. Floating dry dock for ships up to 15,000 tons
49. Workshops for the floating dry docks
50. }
51. } Floating cranes with a capacity of 50 tons, used in the floating dry docks
52. Floating dry dock for ships up to 15,000 tons
53. Workshop on a barge
54. Pierhead of Docking Basin II
55. Quay with a supply depot for Docking Basin I. Travelling cranes transport the material.
56. Casemate for AA gun
57. Harbor master's office
58. Quay with installations for provisioning and equipping ships
59. Food depot
60. Equipment depot
61. Overhead crane, with span of 120 meters and a capacity of 50 tons
62. Mechanics' shop and shed for spare parts. As shown on the sketch a railroad line runs along the quay. On it were observed a locomotive with six flat cars.
63. Travelling crane
64. Newly constructed stone wharf, with mooring places, in the Military Harbor
65. Enlarged pierhead with a light

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Attachment 1  
page 4

- 66. Lights on the pierhead
- 67. Newly constructed stone pier, in the Military Harbor
- 68. Fuel depot
- 69. Large refueling station for naval units
- 70. Western pier, for the anchorage of warships, with a light on the pierhead.

Comment: Although 33 is shown on the sketch, it was not identified in the legend but it is highly probable that it is a material depot.

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